

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 12, 2002

Reference No.: 3.5  
Information Item

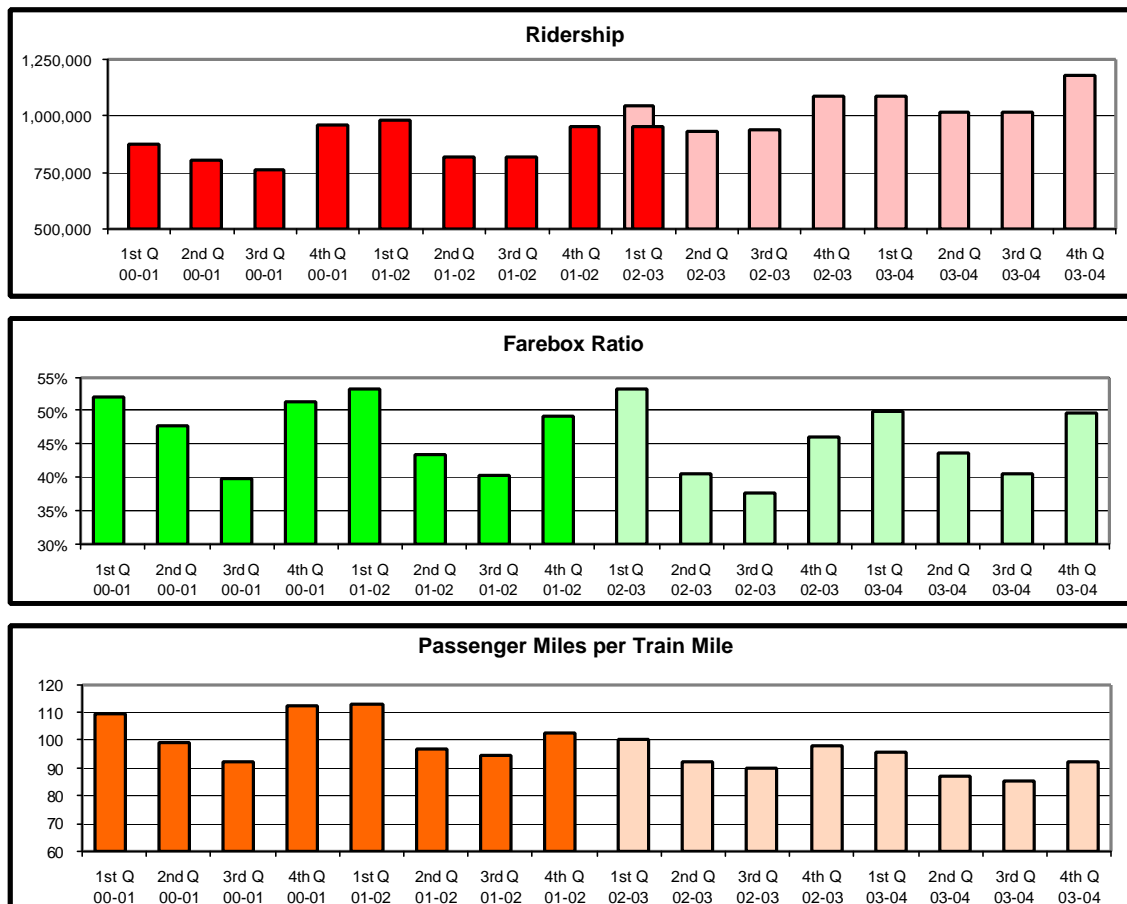
From: ROBERT L. GARCIA  
Chief Financial Officer

Prepared by: Warren Weber  
Chief  
Division of Rail

Ref: **INTERCITY RAIL FY 2002-03 - 1<sup>ST</sup> QUARTER OPERATIONS REPORT**

This is the Intercity Rail Operations Report requested by the California Transportation Commission (CTC) for the 1<sup>st</sup> Quarter of FY 2002-03. The report provides ridership, farebox ratio, passenger miles per train mile, and on-time performance measures, with descriptive text for each route.

Shown below are graphs depicting the combined results of the three State-supported rail corridors in California. Route specific charts are in the sections for each route that follow.



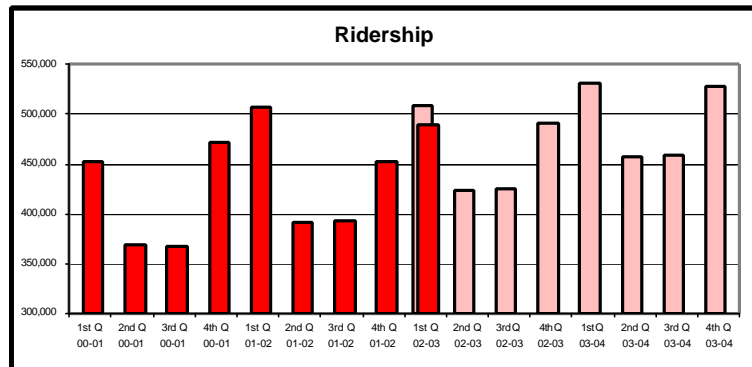
*Note: Solid Bars reflect actual data; Shaded Bars reflect Business Plan Projections*

## Intercity Rail 1<sup>st</sup> Quarter Operations Report for FY 2002-03

### ***Pacific Surfliner Route***

There are currently twelve daily round trips between Los Angeles and San Diego, three of which are through trains between San Diego and Goleta (Santa Barbara) and one of which is a through San Diego-San Luis Obispo train. On weekends there is a fifth round trip between Los Angeles and Goleta.

Despite the busiest September in the history of the service, *Pacific Surfliner* ridership for the first quarter of FY 2002/03 (July through September 2002) declined 3.5 percent compared to the same quarter the year before and was six percent below the projection in the Business Plan. Nonetheless, this year still produced the second-highest first quarter ridership in the last five years, and the new programs described below should contribute to future ridership increases.



Much of the growth in September was generated by the introduction of the “Rail 2 Rail” program between downtown Los Angeles (Union Station) and the Burbank Airport station. This program provides for the mutual honoring of Amtrak and Metrolink tickets for travel on trains of either system, and for a limited time Southwest Airlines tickets are also being honored on the trains. Nearly 10,000 passengers took advantage of this program during the introductory month of September. As the program is expanded to other route segments served by both Amtrak and Metrolink, it will make rail travel much more convenient – and, thus, much more attractive – throughout the Los Angeles basin.

The “Kids ‘n Trains” school group program developed on the *San Joaquins* has also been introduced to the *Pacific Surfliners*, and it is helping to increase ridership on the more lightly used trains. Although not yet as widely known along the route as it is in the San Joaquin Valley, the program is attracting growing numbers of groups as awareness of it spreads.

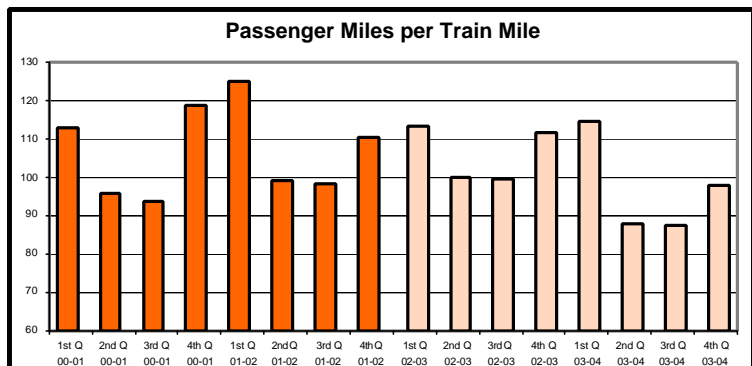
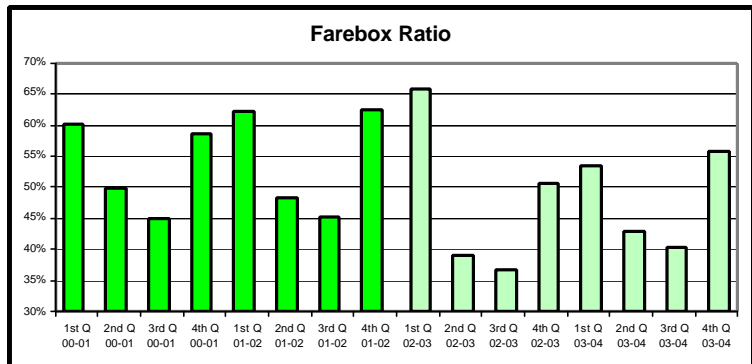
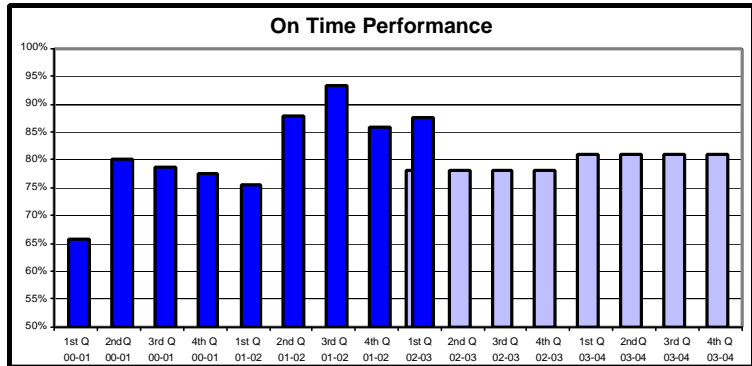
# Intercity Rail

## 1<sup>st</sup> Quarter Operations Report for FY 2002-03

### ***Pacific Surfliner Route (continued)***

Completion of track improvement projects north of Los Angeles brought construction-related delays on that portion of the route to an end and contributed to an improvement in on-time performance. The track improvements allowed a speed-up of schedules effective with the October 2002 Amtrak schedule change and eliminated conflicts between trains at Chatsworth, thus enabling all *Pacific Surfliner* trains to serve that station.

Financial information for the first quarter is not yet available from Amtrak. In the fourth quarter of FY 2001/02 (April through June 2002) *Pacific Surfliner* expenses decreased by 11.9 percent. As a result, the farebox ratio improved from 59 percent to 63 percent, despite a 6.1 percent decline in revenues. Passenger miles per train miles declined slightly from the previous year, reflecting the overall decline in ridership.

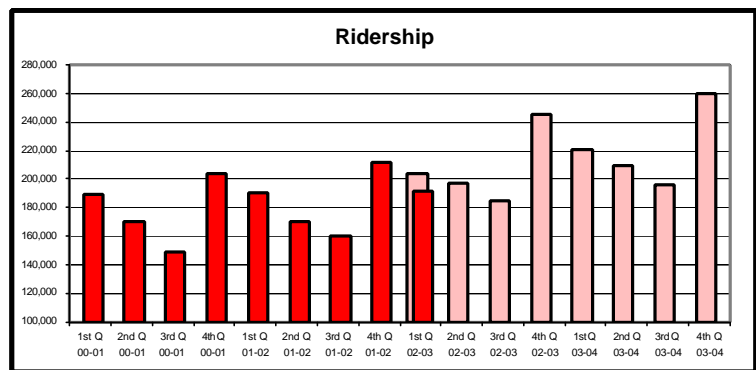


## Intercity Rail 1<sup>st</sup> Quarter Operations Report for FY 2002-03

### ***San Joaquin Route***

There are currently six daily train round trips serving the *San Joaquin Route*, four operating between Bakersfield and Oakland/ San Francisco and two operating between Bakersfield and Sacramento. All six round trips have dedicated bus connections to stations throughout Southern California. On the north end, similar buses connect Sacramento with the Oakland trains and San Francisco/Oakland with the Sacramento trains, thus providing six daily arrivals and departures for both northern terminals. Additional connecting buses provide feeder service to communities throughout the north end of the State.

Capped by the busiest September in the history of the service, the *San Joaquins* posted their highest first quarter ridership in five years (and their second-highest ever). Ridership for the first quarter of FY 2002/03 (July through September 2002) increased 0.6 percent compared to the same quarter the year before, but was 12 percent below the projection in the Business Plan.



Train ridership to and from Sacramento increased by about 75 percent (compared to 2001) as a result of the addition of the second direct Sacramento-Bakersfield train in March 2002, and the Sacramento market continues show steady growth. This new train, the sixth round trip in the San Joaquin Valley itself, filled a large gap in the spacing of train schedules south of Stockton and made Valley travel much more convenient. It provides a Fresno arrival from the north before 10:00 AM and a much more attractive morning departure from Bakersfield.

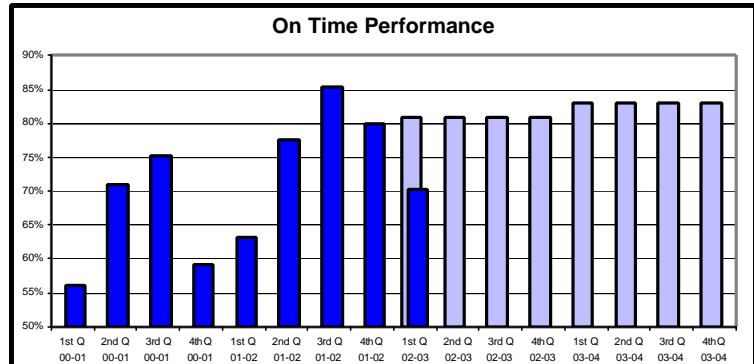
The “Kids ‘n Trains” school group program developed by the Department is now well established in the San Joaquin Valley. Although school groups have always been a significant component of ridership in May (the end of the school year), this structured program has expanded school travel throughout the year. It generates significant ridership and revenue at times when the trains are not full. The fares are quite attractive, and the program serves to introduce children, and their teachers and chaperones, to the experience of train travel. Other states that support train service in partnership with Amtrak have used California’s program as a pattern for programs of their own.

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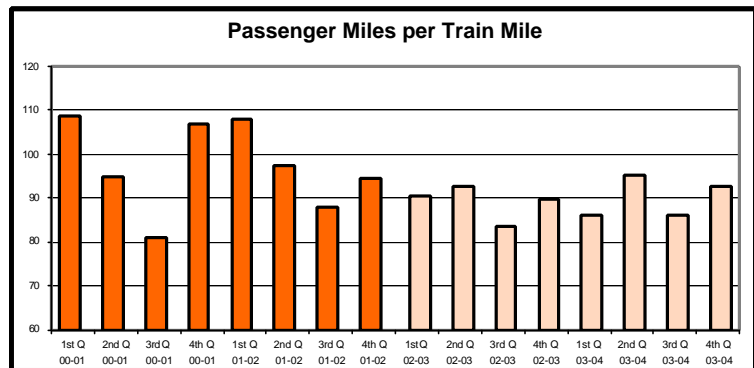
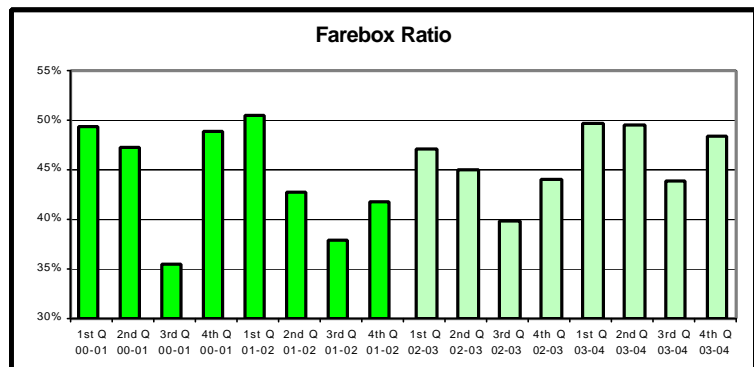
## 1<sup>st</sup> Quarter Operations Report for FY 2002-03

### ***San Joaquin Route (continued)***

On time performance dropped from the previous quarter, but this is not uncommon in the summer months when heavier ridership results in longer than normal station stops. On time performance did improve compared to the same quarter in the prior year.



Financial information for the first quarter is not yet available from Amtrak. However, in the fourth quarter of FY 2001/02 (April through June 2002) the *San Joaquin's* farebox ratio declined from 49 percent to 42 percent. This was a direct result of the introduction of the sixth round trip in March 2002, and a similar decline in the ratio will continue to be evident for the next couple of quarters. It should be remembered that when a new service or frequency is introduced, the costs go up immediately, while revenues (and ridership) increase gradually. Passenger miles per train mile are also expected to decline slightly following a service increase for essentially the same reason.



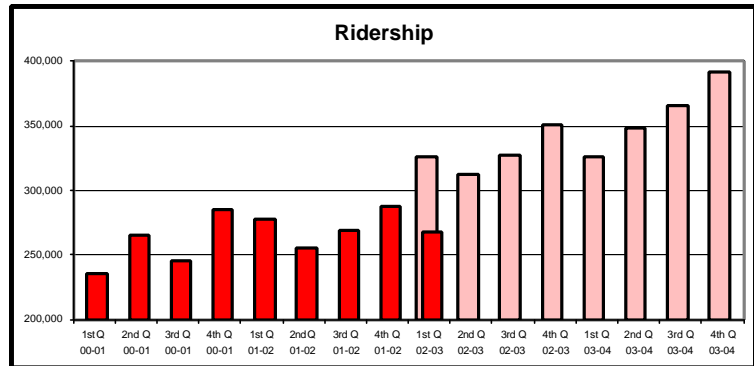
# Intercity Rail

## 1<sup>st</sup> Quarter Operations Report for FY 2002-03

### Capitol Corridor

There are currently ten round trips between Oakland and Sacramento on weekdays, with the tenth one having just been added in October 2002, and nine round trips on weekends. One round trip each day continues to and from Auburn. On weekdays four of the round trips extend beyond Oakland to San Jose and on weekends there are six round trips to San Jose.

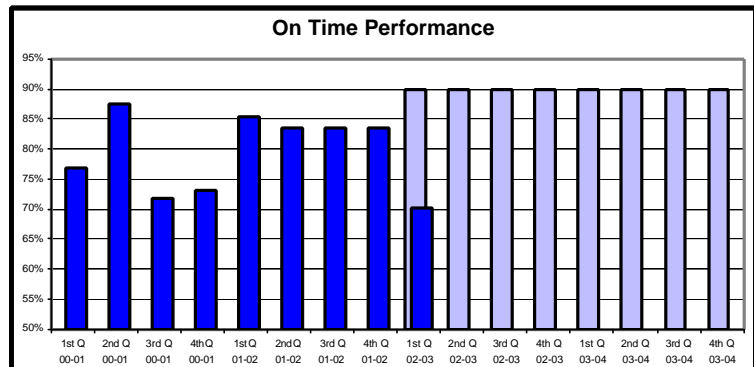
Despite the busiest September in the history of the service, *Capitol Corridor* ridership for the first quarter of FY 2002/03 (July through September 2002) declined 3.8 percent compared to the same quarter the year before, and fell 16 percent below the projection in the Business Plan. Nonetheless, it was still the second-best first quarter in the eleven-year history of the route.



Regular riders, using multi-ride tickets, now account for over half the total ridership on the *Capitol Corridor*, and local travel between Sacramento and Placer County has been showing significant growth.

The Capitol Corridor Joint Powers Board has introduced a school group program similar to the “Kids ‘n Trains” program the Department developed for the *San Joaquin* and *Pacific Surfliner* Routes.

On time performance dropped from the previous quarter due to increased track work and freight train interference.



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### ***Capitol Corridor (continued)***

Financial information for the first quarter is not yet available from Amtrak. In the fourth quarter of FY 2001/02 (April through June 2002) *Capitol Corridor* revenues increased by 4.6 percent, while expenses increased by 8.4 percent. As a result, the farebox ratio slipped from 41 percent to 40 percent. The decline in passenger miles per train miles reflects the increasing portion of riders using multiple-ride tickets, which tend to be for shorter (though more frequent) individual trips.

